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CENTRAL INTELLIGENCE AGENCY

REPORT

**INFORMATION REPORT**

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SUBJECT Airfields near Zaporozhe

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1. The military and commercial Zaporozhe airfield (35°10'E/47°50'N), Ukrainian SSR, was about 3 km ESE of New Zaporozhe, just south of the railroad line to Stalino (37°48'E/47°59'N). On the south the field bordered on hilly terrain.
2. The about 3x2 km airfield had two concrete taxiways, two large hangars and some log houses.
3. A unit equipped with Ratas and short-range reconnaissance planes was stationed at the airfield. However, the field was chiefly used by commercial aircraft.
4. The about 6 km square airfield was northeast of Zaporozhe, east of the steel plant, north of the railroad line to Stalino. In its eastern section were three hangars under construction and three 5-story barracks, each occupied to capacity by 800 to 1,000 men.
5. Up to 25 biplanes and twin-engine transports were counted parked in the open.
6. The military airfield was about one km east of Zaporozhe in the Mokraya suburb. It had a concrete runway, a destroyed hangar, a wooden administration building with a radio and a weather station, and an underground fuel installation.
7. The airfield was occupied by:
  - a. About 50 single-engine biplanes (trainers) which practiced take-off and landings.
  - b. About 20 fighters fitted with radial engine, retractable landing gear and rigid tail wheel. The aircraft practiced individual flying and flying in formations of up to nine planes; besides firing at towed air sleeves; flying was also done at night with searchlights in operation.
  - c. Five or six twin-engine aircraft fitted with in-line engines, single rudder assembly, tail wheel, small circular windows on both sides of the fuselage. These planes made irregular individual flights (courier missions?).

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8. The pilot candidates were young soldiers quartered in cantonment buildings and tents in Mokraya. The crews of the fighters were mostly veterans wearing war decorations.
9. The 3 km square military airfield was east of Zaporozhe, north of the Mokraya River. North of the field was a railroad line, west of it a large road under construction. Most of the airfield buildings were destroyed.
10. The airfield was occupied by 60 Pe-2s (twin-engine bombers with double rudder assembly) and 40 fighters with radial engine.
11. The commercial airfield south of the military airfield and the Mokraya River was occupied by about 25 commercial planes and biplanes with which intensive flight training was done.
12. Two airfields were outside of Zaporozhe. One had one concrete runway, the other two runways laid out in the form of a cross.
13. Observed flying:
  - a. Parachute jumps from biplanes were seen every day. The parachutists would often jump simultaneously from five or six planes. Occasionally a bale was dropped, at which the parachutists fired. The parachutists would jump with objects in their hands (weapons, equipment?).
  - b. Cargo gliders towed by biplanes practiced landing.
  - c. Twin-engine commercial aircraft were also occasionally seen.
14. The airfield was east of Zaporozhe, about 4 km south of a railroad line running east, 2 km SE of the Kharkov-Simferopol Highway.
15. The boundaries of the 2 km square airfield were marked by wooden frames; in its northern section were two runways arranged in the form of a cross. The NS runway was about 2,000 x 50 meters, the EW runway 1,300 to 1,500 x 50 meters. A road connected the southern border of the airfield to Zaporozhe.

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[redacted] the construction of a spur track was also scheduled. Draining pipes were piled up in the northwestern corner of the airfield and three radio masts were seen at its southwestern corner.

## 16. The airfield was occupied by:

a. About 27 jet planes [redacted]

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Description: Landing gear retracting inward, no nose or tail wheel observed. The upper side of the fuselage was painted brown-green, the underside of the fuselage and the wings were of the color of bright metal.

Individual flights with this type of aircraft were daily seen. On some days they took off in groups of three. Three or four times all 27 aircraft took off for training flights, three planes taking off together. The planes landed individually after flights of 10 minutes' duration. Night flying was not observed.

b. About nine twin-engine planes [redacted]

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Descriptive data: Two in-line engines, wings presumably in slight dihedral, strikingly large rudder assembly developed at rear end of fuselage, elevator assembly set at upper third of assembly. Landing gear retracting into engine nacelles. Four tubes projected from the nose, two about 50 cm long, the others about 100 cm long. Speed: About 400 km/ph. The planes were painted brown-green. [redacted]

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[redacted] Two or three times these planes were seen making local flights.

## 17. A 1 1/2 km square gliding field was about 1 km north of the railroad line leading east from Zaporozhe. The territory was level and not cultivated.

## 18. Two cantonment buildings and four painted tents were on the northern border of the field.

## 19. The field was occupied by:

a. Three biplanes.

b. One glider with two seats arranged side by side (see sketch 3), setting of wings as at midwing monoplane. Double landing skids under nose, behind skid one wheel, tail skid, plump fuselage, glazed nose. Color: Light brown. Pilot and co-pilot were distinctly seen at take-offs and landings.

c. Two single-seat gliders [redacted] Setting of

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wings same as two-seat glider above. Aileron extending over entire length of wings, subdivided at bend; the two sections could be operated separately. A single landing skid under fuselage; tail skid. Only front section of fuselage faired. Color: Light brown.

Flying with these gliders was observed between 9 a.m. and 5 p.m. They were towed by powered aircraft to an altitude of about 200 meters and then released.

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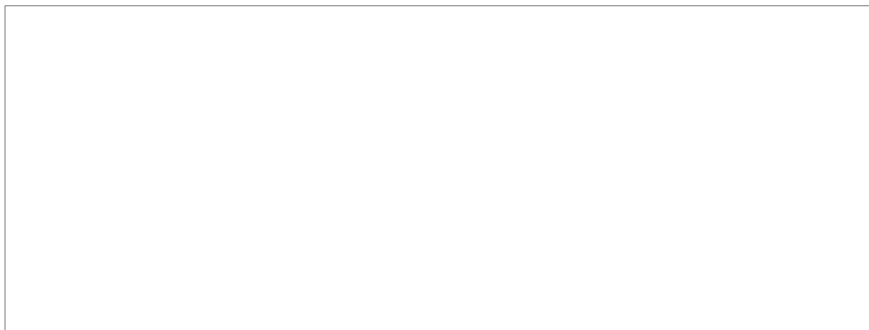
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This is the first post-war information on the airfields near Zaporozhe. From the data it is believed that at least three airfields are in use near this town.

a. Airfield of Zaporozhe-East, north of the Mokrya River and the railroad line to Stalino. The data in paras 9 and 10, and 15 through 17, refer to this airfield, which is apparently provided with permanent quarters, several hangars and two runways. It is 2 km square so that it seems adequate for jet planes and night flying. It is assumed that this field is occupied by a jet fighter unit and possibly also by a night fighter unit.

b. Airfield of Zaporozhe-Southeast near the suburb of Yuzhny. The data in paras 11, 12 and 13 probably refer to this airfield which apparently is a former commercial field which was improved as a military airfield (runway, hangars, lighting facilities). At the time of the latest observation it was occupied by a pilot school and possibly by a small parachute training unit.

c. A third airfield, obviously an improvised airfield without installations and runways is northeast of the town. According to paras 18 to 20, it is probably being used by a DOKAV group.



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